

De Gull Wing

Two Dollars

"For Members Only"

May / June
Volume 1, Number 7

Your Membership Has Expired — Renew Today!

OFFICIAL PUBLICATION FOR OVER 2000 DELOREAN CLUB MEMBERS

STARTER SOLENOID CIRCUIT MODIFICATION

BEFORE MODIFICATION

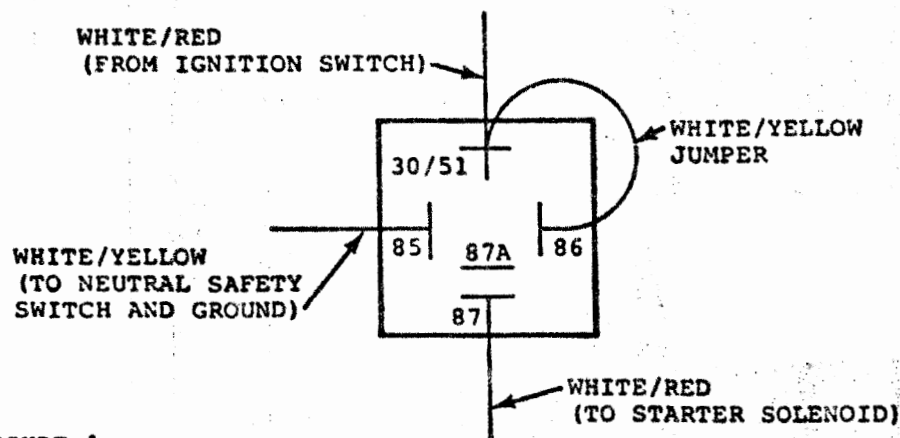


FIGURE 1

AFTER MODIFICATION

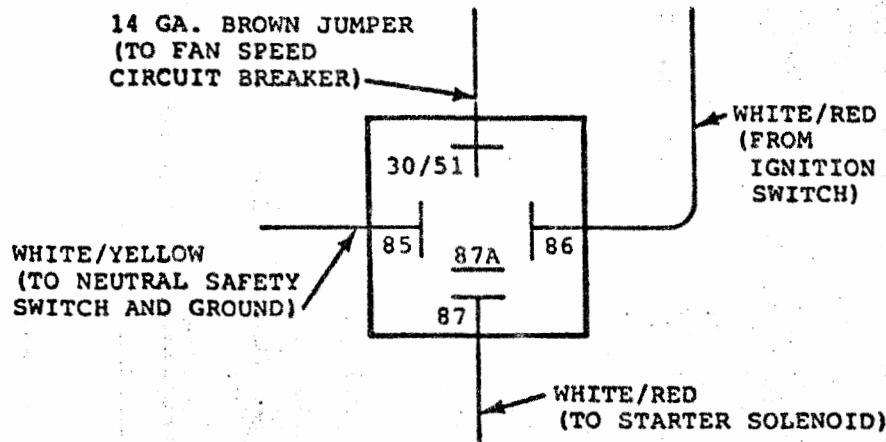


FIGURE 2

On early vehicles (prior to V.I.N. 2547), the starter solenoid's operating voltage, in certain conditions, was not high enough to ensure a consistent, reliable operation. This condition was displayed by a voltage drop characteristic in the main wiring harness on vehicles with slightly discharged batteries. To correct this condition a starter circuit modification was introduced into production starting at V.I.N. 2548.

This condition is generally displayed by a clicking noise at the solenoid without any starter cranking. If this symptom is encountered on vehicles prior to V.I.N. 2547 the following modification procedure should be performed:

1. With ignition switch off, remove the relay compartment access panel behind the passenger's seat.
2. Partially remove the relay strip containing the starter relay.
3. Disconnect the white/yellow pigtail jumper wire from its relay terminal (#86). Cut and move the jumper from its white/red wire connector (Figure 1).
4. Disconnect the white/red wire (which had the pigtail jumper removed in Step 3) from terminal #30/51 and connect to terminal #86 (Figure 2).

5. Using 14 gage brown wire, assemble a 12 inch jumper wire with two (2) suitable female receptacles.

NOTE: One of the female receptacles must have a locking barb for a positive connection.

6. Connect one end of the brown jumper to terminal #30/51 of the starter relay (Figure 2). Connect the other terminal with the locking barb to the battery side of the 25 AMP from speed circuit breaker.

NOTE: This circuit breaker has three (3) brown wire with an open terminal on its battery side.

7. Position and secure the relay panel, replace the access cover and charge the battery if necessary.

DON'T BE LEFT STRANDED

What more uneasy feeling is there than wondering where your next part for your DeLorean is going to come from or where is there a reputable DeLorean mechanic to service your pride and joy.

So much has happened since June, 1982. DeLorean Motor Company became history, ending one man's dreams. Many of you have wondered which way to turn, since parts became scarce and technical information became non-existent.

We felt then and even more so now, there is a great need for one central source for DeLorean owners to get both news and technical information and also to exchange communication with other DeLorean owners. DMCA was formed with these needs in mind, and we are glad to have been able to fulfill most of these demands and more, such as our exclusive DMCA accessories, some hard-to-get car parts and our HOTLINE where we helped solve over 1100 requests, personal questions and problems by phone this last year!

Obviously we fulfilled your needs as over 2200 members have joined us from the continental U.S., including Alaska, Hawaii and Canada. We would like to have you with us for the upcoming membership year of DELOREAN MOTOR CLUB OF

AMERICA, so you can continue receiving these benefits and many more to come in our 83/84 fiscal year. Frankly, we need your input and support!

To show our appreciation for your charter membership renewal and continued support, we are offering a 10% discount on ANY merchandise offered on our renewal order form, up to a maximum of \$100 off any of the products we currently handle, including the purchase of a single

turbo system. But remember, this offer is **ONLY** valid if you return your charter membership renewal and order form **TOGETHER BEFORE JUNE 30, 1983.**

YOU'VE NEVER NEEDED DMCA AND ITS SERVICES MORE to help ride out the rough times and prepare for the good times ahead.

We look forward to having you with us again for the coming year. Thanks for your continued support!

DMCA DeLorean Motor Club of America, Inc.

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DMCA (714) 847-9940
DMCA

Tuesdays or Thursdays only
10:00 AM to 3 PM — California Time
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THE COVER

Explanation of starter solenoid circuit modification to alleviate hard starting problems.

DATA

De Gull Wing is published by the DeLorean Motor Club of America, Inc., P.O. Box 944, Westminster, CA 92683. Subscription is part of DMCA membership dues and is mailed only to paid members. Member communications regarding address changes or chapter information should be addressed to the Executive Secretary at the above DMCA address.

Manuscripts, photographs and art will not be returned unless accompanied by a stamped, self-addressed envelope bearing sufficient postage. Photographs should be 8-inch by 10-inch glossy black and white. Manuscripts must be typewritten to be considered, and should be double spaced on one side only. Articles of a technical nature are especially popular but ALL articles will be given equal importance.

DISCLAIMER

While it is a primary service of the DeLorean Motor Club of America, Inc. to disseminate technical information, any maintenance technique or possible modification published in *De Gull Wing* should be weighed against conventional, traditional, and generally-accepted techniques and modifications. *De Gull Wing* should not be considered the authority on maintaining or improving DeLoreans and the views expressed are those of the author of an article or person quoted. Although research has proceeded each article, the mention of a product, service or procedure herein does not constitute endorsement of it by the Club, its officers, employees, or *De Gull Wing*. Prudent owners should consider possible techniques or modifications in light of common sense compromises among economy, longevity, performance, reliability, driveability, legality, and resale value. Any modifications possibly affecting emissions or safety are the sole responsibility of the person performing them and when such possible modifications are presented in *De Gull Wing*, it is with the understanding that they will be used for racing **AND NOT** on public highways. It is also incumbent upon the owner of a DeLorean to consider the effect of any changes in his vehicle upon any warranty in force before undertaking any technique or modification. Failure to do so could result in denial of warranty coverage by DeLorean Motor Company. This publication and this organization **WILL NOT ASSUME LIABILITY** for any such consequences.

LETTERS TO De EDITOR

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both occasions, the car had been driven in heavy rain. Apparently, the wires were close enough to a ground source that water caused them to ground out, engage the starter and, since the car was in gear, proceed through my garage door. The problem has not re-occurred, but I thought the membership should be aware of this potentially dangerous situation."

Tom Wessel, OH.

Tom, thanks for your most valuable tip. Anyone else experience this problem? de Editor.

"... I am looking for a spare key. Can you put me in contact with suppliers?"

Richard A. Steinhilper, MI.

See your local Volvo dealer, Richard, or ask your local locksmith for a "Taylor" key blank. de Editor.

LET'S GET TECHNICAL

William Soss, Jr., Nebraska needs the procedure for changing his antifreeze and drive fluid.

1. Lower right hand side radiator hose and disconnect drain.
2. Remove cylinder block plug above left of oil filter.
3. Flush system with water hose into overflow bottle.

4. Go back to steps 1 and 2 and reinstall disconnected drain and removed cylinder block plug.
5. Install 1 1/2 gallons anti-freeze. Top up with water.
6. Bleed air out of system.
7. Use cooling system pressure tester. Pressure must be in system 10-15 p.s.i. while bleeding air out of system.

8. The bleed screw is on the thermostat housing.

9. Bring engine up to operating temperature — rev engine up to 1500-2000 rpm for one to two minutes.

10. Bleed system again.

LETTERS TO De EDITOR

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"... After driving my DeLorean in excess of 50 miles or so, I get a loud and consistent fan noise or at least what I think is a fan noise. I wonder whether you have gotten similar comments from others and, if so, whether or not you have a suggestion to the solution. Please advise. Your affirmative response as to the request for someone to prepare a "match-up" list for use in the future would be most appreciated." **Gay Leland Watts, TX.**

Guy, your fan problem sounds more like the typical "fuel pump hum" most DeLoreans suffer from, after about one hour of operation. Problem caused by heat buildup of unused fuel, which is recycled back to the gas tank from the engine. Temporary cure — keep gas tank as full as possible. To prevent heat buildup of fuel and pump. Cure — Replace stock DeLorean fuel pump with new Bosch fuel pump #0580-254-973. As far as a parts "cross reference guide" we would appreciate all information any member has to help find manufacturers of parts that will fit DeLoreans. Urgent attention needed on brake rotors and front angle drives for the speedometer. de Editor.

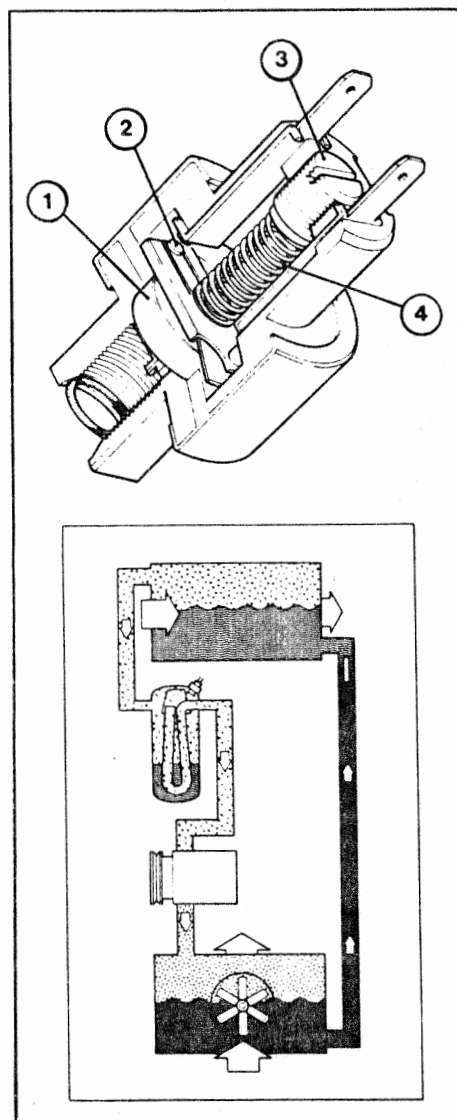
How do I correct this problem? With Air Conditioner on Summer or Winter the two Radiator cooling fans and warning light on dash "COOLING FAN MALFUNCTION". Cycle on and off, every minute or two with the off period lasting 2-5 seconds. When the control knob is set on "VENT" the fans only come on when the water temperature reaches approximately 225°F, (usually when stuck in traffic jams) and then they turn themselves off at approximately 170°F. This seems normal to me.

But, when the knob is set on any of the A/C positions (MAX-NORM-BILEVEL) the fans come on even if the water temperature

is below 100°F, or even cold. In the A/C position, the fans will run 2 to 3 minutes and then turn themselves off for 10 to 15 seconds and then start again. This cycle repeats constantly regardless of water temperature.

Bart Fisher, FL.

Ray Quifel, CA.



A pressure sensor is screwed into one of the Schraeder valves on the side of the accumulator/dryer. The valve allows the sensor to be removed and replaced without loss of refrigerant from the system.

The pressure sensor contains a diaphragm (1) with a moving contact (2), which presses against a spring (4). The spring compression is set by an adjusting screw (3) which is preset at the factory. This switch controls the compressor, switching it on when the accumulator/dryer pressure increases to 320 kPa, and off when it decreases to 170 kPa. If the compressor is switched on for too long, the evaporator may become cold enough for the condensed water on the fins to turn into ice. This would block the flow of air through the evaporator core. Alternatively, as more refrigerant vapour enters the accumulator/dryer to increase its pressure, the system temperature will rise. The pressure sensor will then close the switch to engage the compressor, which then pumps refrigerant from the accumulator/dryer around the system to lower its temperature.

The pressure sensor protects the compressor in case of a refrigerant leak, because if the loss of refrigerant is enough to lower the system pressure, the compressor will be prevented from switching on. As the refrigerant carries oil to lubricate the compressor, the compressor will be inhibited well before the lubricant becomes dangerously low.

Adjust screw (3) very little, 1/4 turn maximum to keep clutch on longer. de Editor.

"... Per our telephone conversation, please note the following items: Night Rider Syndrome — On two occasions my starter was energized, engaged the flywheel and (since the car was left in gear) proceeded on its merry way. The key was not in the ignition. Upon having it serviced, the following explanation was given: the actual problem occurred due to some wires being improperly positioned at the starter. On

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LETTERS TO De EDITOR

"... I am writing to inquire whether you have in stock a speedometer cable for a 1982 standard DeLorean. If not, are there any substitute cables that can be used on this vehicle?"

Edward Amaral, MA
George Perry, IL

Ed/George, your vehicle has two speedo cables, upper and lower. Which one do you need? Perhaps you have a broken angle drive, left hand side front wheel coming out of the back of the knuckle. If you need a speedo cable or angle drive, DMCA does not carry them. Check your dealer, or if it is only the inner cable that has broken you can get a universal kit at any large auto parts store. de Editor.

"... Is there anything that can be done to improve DeLorean braking? I've traced a lot of squeaking and pulsating to overheating of the front wheel rotors. Is there an alternative rotor, perhaps thicker with ventilation holes or vanes that would work better both in terms of stopping the car and in long wear of pads and rotors?"

Richard A. Diercks, MN.

Richard, check your newsletters (Vol. #1-#1). We sell the deluxe brake pads for improved braking at \$54.00 for a C.O.D. in an emergency. (Vol. 1 #3). de Editor.

"... In your Jan/Feb newsletter the problem of the anemic doors not opening fully in cold weather was briefly covered. Can you send instructions on how to safely adjust and/or if a special tool is needed where I can get one and how much?"

Gary Cosgrave, CT.

Gary, procedures for adjusting the torsion bars are in the DMCA technical guide, page

350. Procedures and tools required are given. Don't forget, use two people to do the job... de Editor.

"... I have found that air filters, which cost about \$24.00 from DMC dealers, can be purchased from a Volvo dealer (#B28F) for under \$7.00."

Robert Wilhelm, PA.

Robert, thanks for the information on the air filters. Yes, you can get a much better deal from your nearest Volvo dealer on air and oil filters. de Editor.

"... I must echo the words of Mr. Jeri Smith in your last newsletter who thanked you for bringing a club together for all of us. As a dealer for the DeLorean I must say that we also thank you. Your consistent updating of important information is indeed vital to all our valued customers. We have been forwarding many of your tips and our owners all appreciate the help. Many are already members of the club and the rest are up and coming. You make the dealer's job a little easier and every little bit counts. We appreciate it."

Rick Cavender, Cavender Oldsmobile/De Lorean, San Antonio, TX.

Thanks, Rick, we appreciate your comments. de Editor.

"... do you have kits available for the recall campaigns? Also, any information on better radio reception?"

Paul Reid, MI.

Paul, for better radio reception, try a rear antenna kit, available through DMCA at \$150.00. For available kits for the recall campaigns, try calling (714) 972-1216. de Editor.

"... My grill is mysteriously missing. I was surprised to find it was only pressed in and is easily removed. I have epoxied my new \$228 grill in place and recommend other owners do the same."

Bill Nichols, WA.

Thanks for the information, Bill. de Editor.

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CLASSIFIED ADVERTISING

FREE TO DMCA MEMBERS — No Commercial Advertisers

De Gull Wing will publish two short (40 words or less) free classified advertisements for members in a calendar year. Additional ads and those ads placed by non-members must be accompanied by \$50 each. Ads in excess of 40 words will be subject to editing. Include membership number and complete name and address with your ad. Mail to: ADS—DMCA, P.O. Box 944, Westminster, CA 92683.

For display advertising rates call Tuesday or Thursday only, 10:00 A.M. to 3:00 P.M. at (714) 847-9940. Collect calls will not be accepted.

For Sale: 1981 DeLorean, auto. low miles, 3,000. Black interior. Must sacrifice, \$20,000. Call Gainesville, Florida (904) 371-3000.

Late edition DeLorean, Ferrari red with only 1700 miles. Always garaged and covered. Mint condition, \$21,950. Call (714) 780-8353. Leave message if no answer.

For Sale: DeLorean car cover, never used, \$60.00. Lost car. Mark Adams (607) 746-0121.

PENSKE AUTO TRUCK LEASING. DeLorean Lease Takeover. \$399.00 per month plus tax. \$1000 rental reduction. Low mileage, excellent condition. Call Gary Mixon at (213) 422-0461 or (714) 821-4031. Sale Price \$16,395.00.

1981 DeLorean, automatic, 6,000 miles, \$22,000. (509) 966-5189 evenings.

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